

RTIP ID# <i>(required)</i> LA0C8080				
TCWG Consideration Date February 26, 2013				
Project Description <i>(clearly describe project)</i> The City of Manhattan Beach, in cooperation with the State of California Department of Transportation (Caltrans), proposes to widen the Sepulveda Boulevard Bridge (Bridge #53-0062) from 33rd Street to Rosecrans Avenue in Manhattan Beach, Los Angeles County, California (proposed project). Regional and project location maps are attached as Figures 1 and 2 , respectively. The existing bridge is 100 feet wide and 165 feet long. The proposed project consists of widening the east side of the bridge by approximately 20 feet to accommodate one additional northbound lane on Sepulveda Boulevard (State Route 1) within the project area. The widened structure would include a total of seven through lanes. The Proposed Project Configuration is attached as Figure 3 , and the Existing and With Project Lane Configurations are attached as Figure 4 . Construction is anticipated to take 12 to 18 months and would commence in March 2014.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway				
County Los Angeles	Narrative Location/Route & Postmiles Sepulveda Boulevard (State Route 1) from 33 rd Street to Rosecrans Avenue 07-LA-1 K.P. 38.1/38.4 (PM 23.8/24.0) Caltrans Projects – EA# 220500			
Lead Agency: Caltrans				
Contact Person Andrew Yoon, Senior Transportation Engineer, Air Quality Branch	Phone# (213) 897-6117	Fax# (213) 897-1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<input checked="" type="checkbox"/> Other NEPA Re-validation
Scheduled Date of Federal Action: July 2013				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/>	Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	July 2012	Jan. 2013	June 2013	Mar. 2014
End	July 2013	Mar. 2014	Jan. 2014	Nov. 2015
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the project is to improve the safety and operation of the roadway and to relieve congestion in the project area. The existing highway configuration in the northbound direction within the project area is not consistent with the adjacent segments both north and south of the project area, which creates an operational bottleneck at the bridge. The existing bridge carries three (3) northbound and three (3) southbound through lanes. Roadway segments immediately north and south of the bridge at Rosecrans Avenue and 33rd Street, respectively, carry four (4) northbound and three (3) southbound through lanes.				

The project area experiences high levels of daily congestion. In 2012, the average daily traffic within the project area was approximately 71,000 vehicles. The volume-to-capacity ratio was 1.263, and the project segment of Sepulveda Boulevard was operating at LOS F. In addition, a total of 31 accidents occurred within the project area from January 2008 to December 2010. The data suggest that congestion in the project area has resulted in an increase in susceptibility to rear-end and sideswipe accidents.

Surrounding Land Use/Traffic Generators (*especially effect on diesel traffic*)

The project area is in an urban setting dominated by commercial and residential buildings, parking areas, and industrial facilities. The Manhattan Village Shopping Center, a 44-acre commercial center, is adjacent to the east of the project area and includes a main mall building, several freestanding buildings, and parking lots. The City has plans to expand the shopping center, which would result in a net increase of 123,672 square feet of restaurant and retail uses. A Draft Environmental Impact Report for the Manhattan Village Shopping Center Enhancement Project was released for public review in June 2012.

Various commercial buildings are adjacent to the north, west, and south of the project area. A residential senior citizen development, Ross Manhattan Terrace, is also adjacent to the west of the project area, followed by single-family residences further to the west. To the north of Rosecrans Avenue in the City of El Segundo is the Chevron Oil Refinery and Plaza El Segundo, a 37-acre commercial center. A 71-acre undeveloped parcel at the northeast corner of Rosecrans Avenue and Sepulveda Boulevard is also proposed for future commercial development. Past industrial uses of this parcel have led to existing conditions that warrant cleanup of the soil and groundwater before development can occur.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year (2015)

	LOS	AADT	%Trucks	Truck AADT
Build	E	71,200	4.5	3,204
No Build	F	71,200	4.5	3,204

The SCAG model in this area does not show much growth from existing conditions, and hence the growth in daily traffic is minimal. In addition, since the roadway segment is 0.2 miles long, the traffic volumes are not expected to change between Build and No Build conditions.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year/Design Year (2035)

	LOS	AADT	%Trucks	Truck AADT
Build	E	72,100	4.5	3,245
No Build	F	72,100	4.5	3,245

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The facility would not construct an interchange or intersection.

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Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Due to the small size of the project, the project would not affect congestion on other roadways and would therefore have no impact on other facilities.

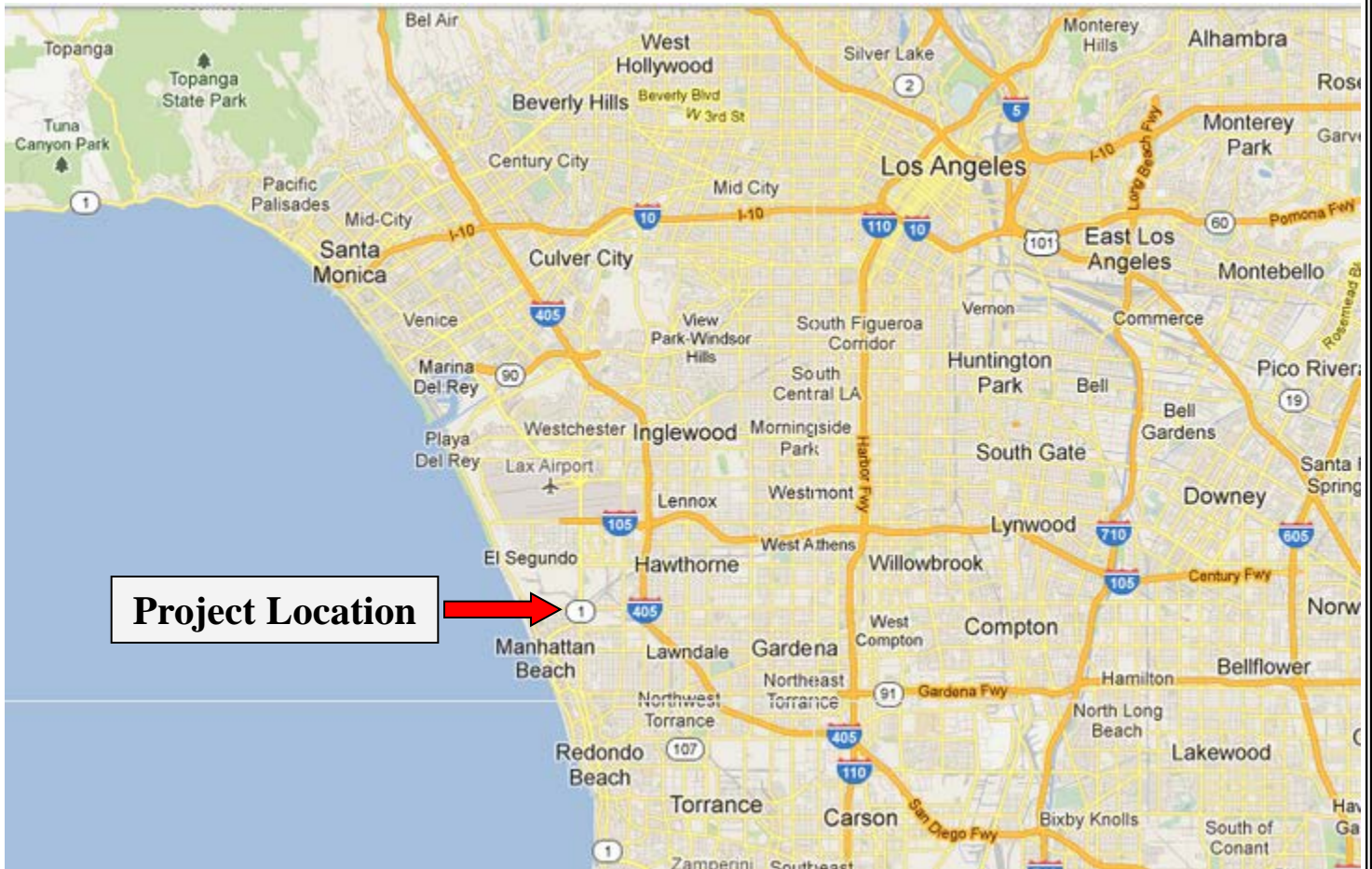
Comments/Explanation/Details (*attach additional sheets as necessary*)

It is believed that the proposed project is not a POAQC. This conclusion is based on the following reasons:

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- A primary purpose of the proposed project is to relieve the congested roadway.
- Anticipated maximum traffic volumes of 72,100 AADT are below the 125,000 AADT criteria suggested in the Interim Guidance Document.
- Truck traffic would be less than 10,000 AADT.
- The project would serve primarily gasoline-powered vehicles.
- The project does not increase truck traffic.

Figure 1: Regional Location Map



Southern California Map

(Courtesy of Google Maps)

GalvinPreservationAssociates



GPA Environmental
231 California Street
El Segundo, CA 90245
(310) 792-2624
(310) 792-2696 (fax)



Project Location:
Manhattan Beach,
Los Angeles County,
California

PROJECT NAME:

Sepulveda Boulevard Bridge Widening Project

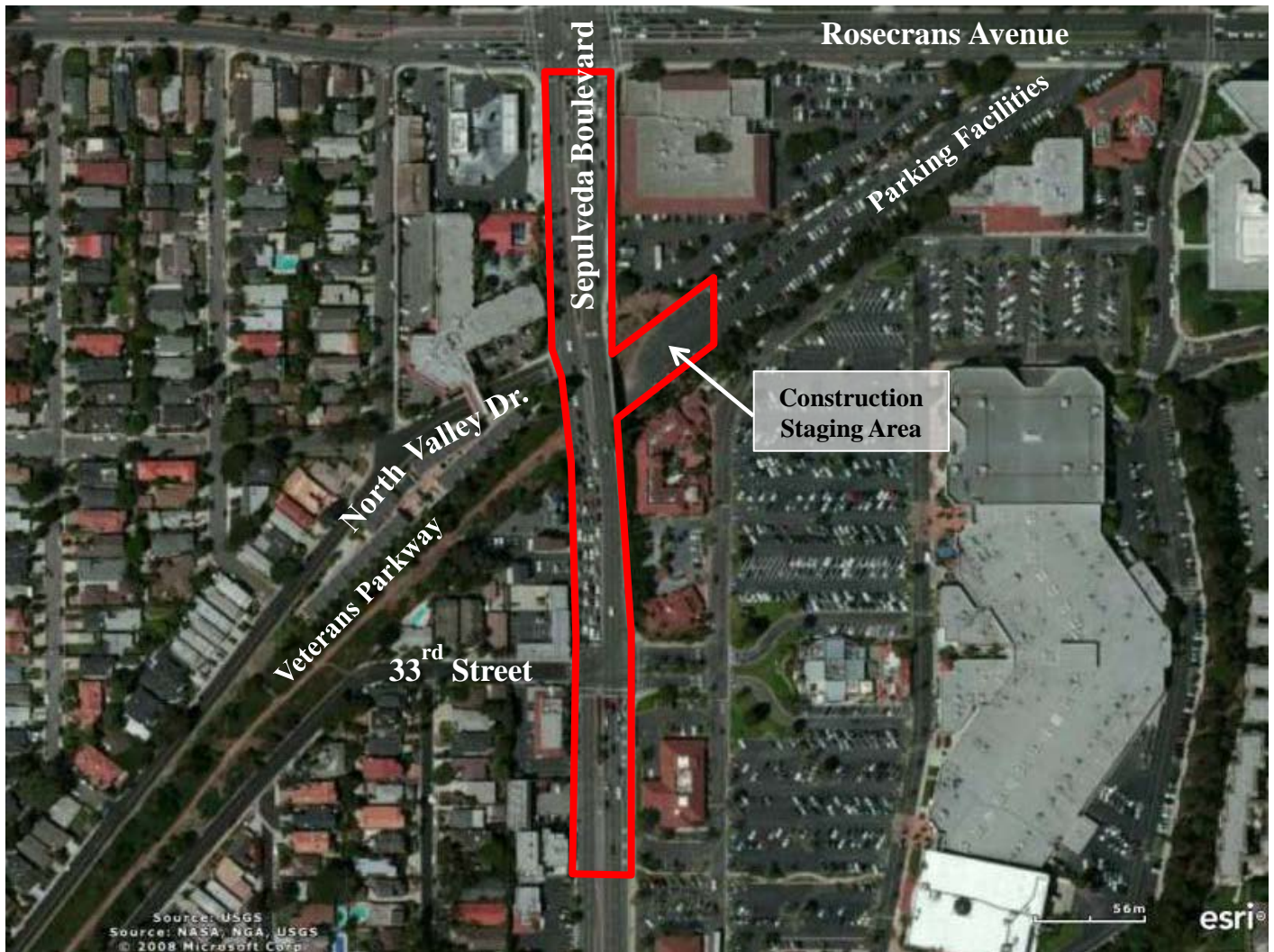
LOCATION:

Sepulveda Boulevard (State Route 1) from
33rd Street to Rosecrans Avenue, Manhattan
Beach, CA

MAP NOT TO SCALE



Figure 2: Project Location Map



Legend



Project Boundary

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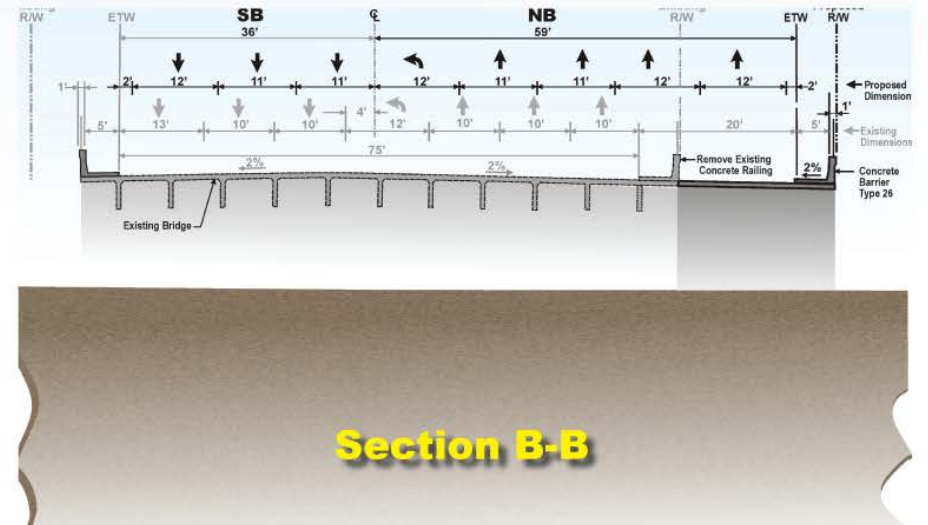
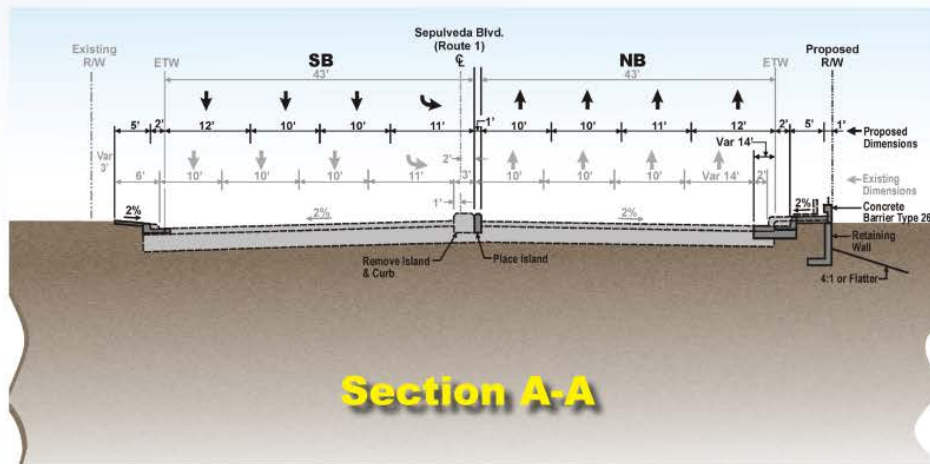
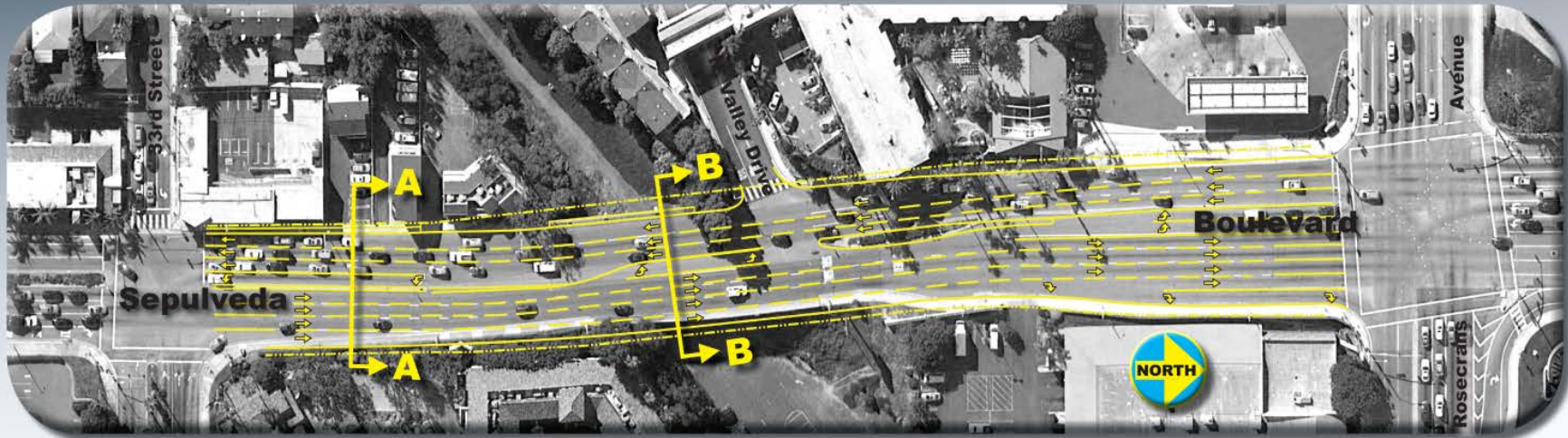
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MAP NOT TO SCALE



Figure 3: Proposed Project Configuration



Source: City of Manhattan Beach; HDR

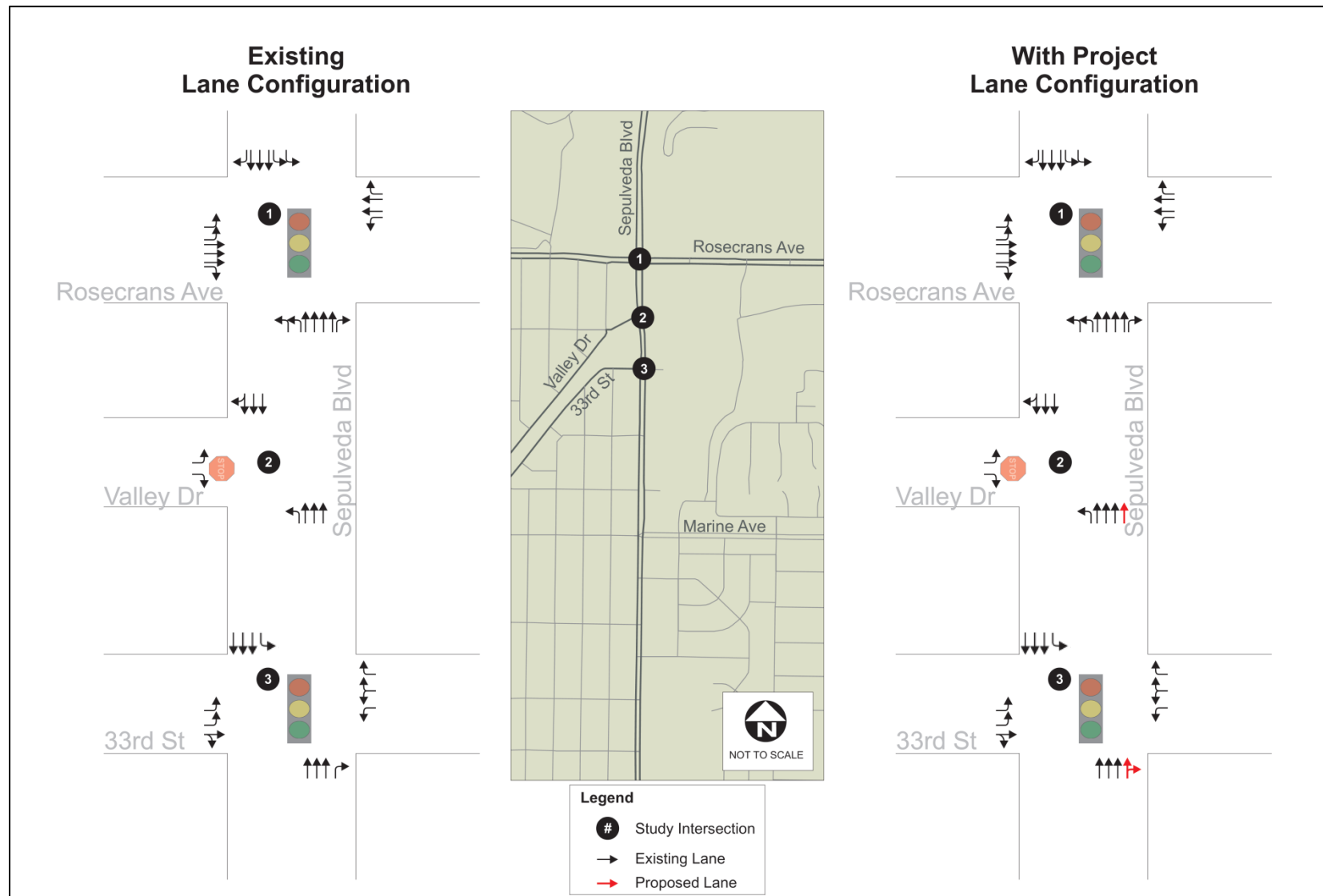
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PROJECT NAME: Sepulveda Boulevard Bridge Widening Project

LOCATION: Sepulveda Boulevard (State Route 1) from 33rd Street to Rosecrans Avenue, Manhattan Beach, CA

Figure 4: Existing and With Project Lane Configurations



Source: Iteris

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LOCATION: Sepulveda Boulevard (State Route 1) from 33rd Street to Rosecrans Avenue, Manhattan Beach, CA